rolling stock. These brake blocks cost 2 to 2.5 times more but give a life of more than 5 times that of Cast Iron brake blocks and are therefore economical to use. The Asbestos free composition brake blocks being inducted are also environmental friendly.

Conversion of M.G. Lines in Gujarat

763. SHRI BRAHMAKUMAR BHATT: Will the Minister of RAILWAYS be pleased to state:

(a) whether all the metre gauge lines have been converted into broad gauge in all the five western States, other than Gujarat;

(b) if so, the reasons for not converting 2500 metre gauge lines into broad gauge in Gujarat while Railway earnings through Gujarat are the highest than that each in all the western States; and

(c) the steps being taken to convert the metre gauge line of Gujarat into broad gauge?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGIVIJAY SINGH): (a) No, Sir.

(b) There is no proposal to convert all MG lines into BG. 'Project Unigauge' taken up by the Railways is for selective conversion of MG/NG lines to BG in a phased manner based on considerations of capacity requirement, developmental potential and on strategic considerations.

(c) Work is in progress on conversion of Wankaner-Maliya Miyana, Gandhidham-Bhuj, Rajkot-Veraval, Viramgam-Mahesana-Patan, Surendernagar-Bhavnagar-Dhola-Dhasa-Mahuva with linked fingers and Dharangadhara-Kuda into broad gauge. Gauge conversion of Gandhidham-Palanpur MG line has also been included in the Budget and would be taken up after obtaining the requisite clearances. The remaining lines would be considered in the coming years based on the traffic potential and the availability of resources, once some of the ongoing projects get completed.